The SIGNALMAN'S Journal

C&O Saginaw signal shop provides essential service to the signal department.

DECEMBER 1976

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our 75th Anniversary

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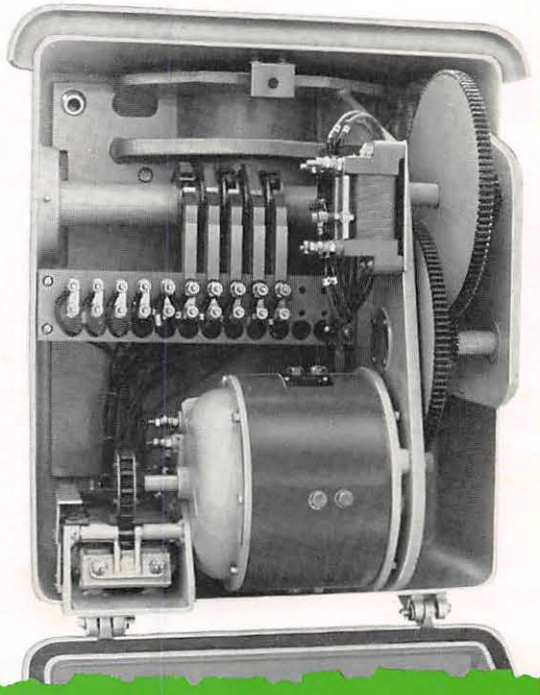

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Volume 57, Number 10 December 1976

ROBERT W. McKNIGHT
Editor & Manager

601 West Golf Road
Mount Prospect, Illinois 60056
312-439-3732

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The SIGNALMAN'S Journal

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COVER: Chessie System signal shop at Saginaw, Michigan has complete facilities for repair, adjusting and rebuilding of signal equipment. Shown here is the relay repair and adjustment room.

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Chamberlain's Message

Collective bargaining works for Signalmen

A rash of strikes during 1976 have caused some people to say: "Collective bargaining doesn't work on the really important issues." However, once again we find ourselves in a situation in the railroad industry where this is not necessarily true.

We have just participated in another prime example of the true effectiveness of collective bargaining and I have reference to implementation of the Hours of Service Act which applies to signalmen.

We have had a committee of our officers working on this subject since the beginning — handling the legislative end, working with the Congress and following through since enactment.

President Ford signed the amended Hours of Service Act into law on July 8, 1976. Subsequently, the Federal Railroad Administration issued a notice of rule-making along with its interpretations of how the Hours of Service Act will apply to signalmen. These interpretations were published in The Signalman's Journal in the October 1976 issue, pages 12-15. Prior to their issuance on September 22, we met with FRA officials to discuss implementation.

Several meetings have been held with the carrier's representative, Mr. Bill Dempsey, Chairman of the National Railway Labor Conference, and his Committee, to work out interpretations and implementation of the Act, which would satisfactorily resolve problems that have arisen since the signing of the legislation. As a result of continuing dialogue and sincere negotiations, we have reached an agreement with the carriers and with FRA which provides for a six months' implementation period.

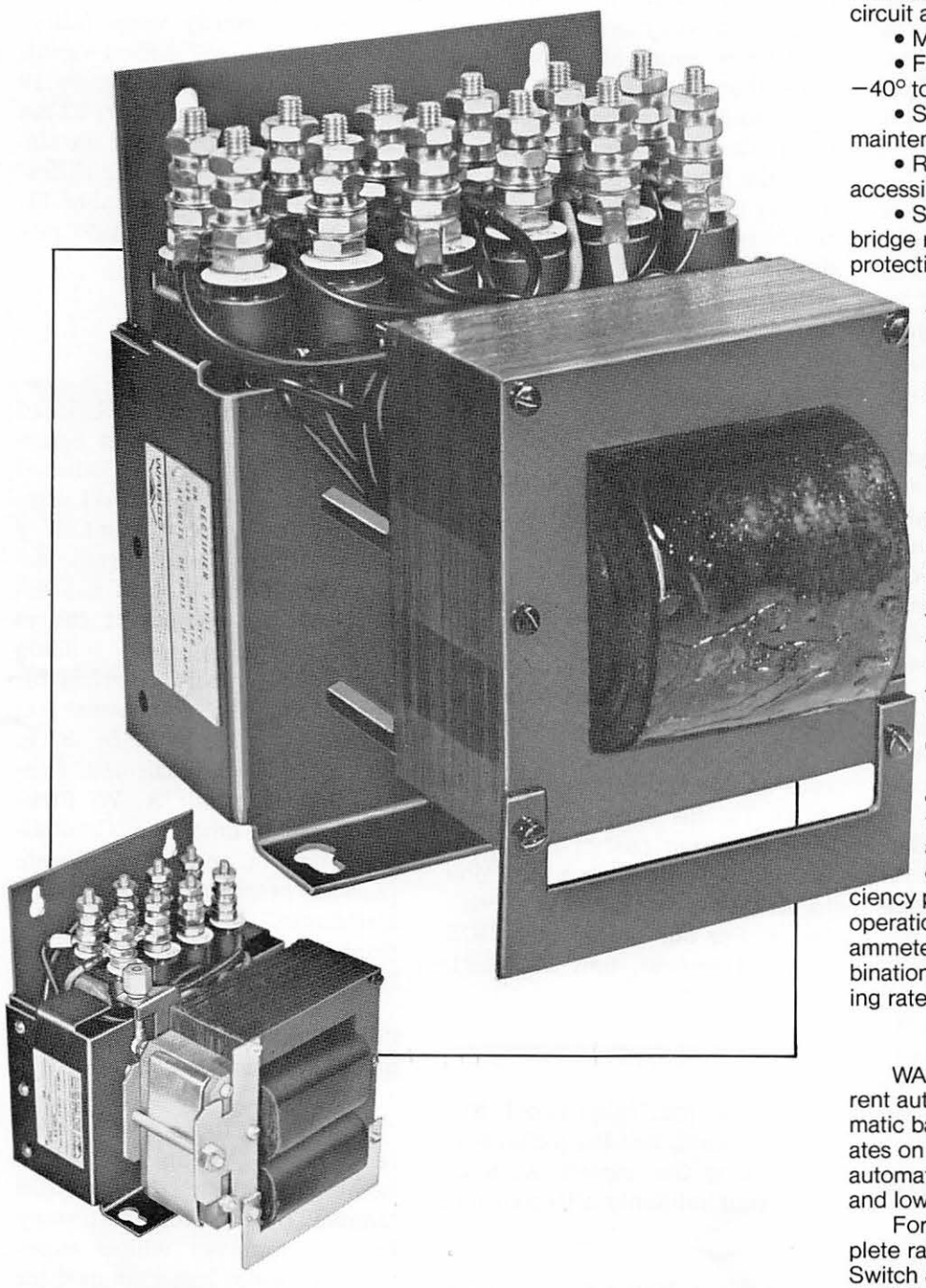
FRA initially called for a public hearing and comments on its September 22 interpretations. The hearing was set for November 19, with comments to be received by November 29. As a result of an agreement reached between our organization and the carriers (letters of transmittal with Memorandum of Understanding published on pages 12-14 of this issue) the public hearing was postponed and the deadline for comments on FRA proposed interpretations was extended to December 17, 1976 on joint request from the Brotherhood of Railroad Signalmen and National Railway Labor Conference. The BofRS and the NRLC will jointly submit our comments and we have assurance from FRA that interim interpretations will be issued by January 15, 1977, and final regulations after the May 19, 1977 date agreed upon between the NRLC and the BofRS in our Memorandum of Understanding dated November 19, 1976. Once again without a public confrontation, a most complex matter dealing with interpretations and implementation of the Hours of Service legislation is being worked out among the parties affected—signalmen, railroad companies, and FRA.

The six months' interval between November 19 and May 19 will be utilized to reach a mutually satisfactory interpretation and application of the provisions of the Hours of Service Act as amended by Section 4(d) of Public Law 94-348.

During this interval, signalmen should continue to keep track of their time and file violations of the Hours of Service Act with Grand Lodge. We will continue to handle these violations with FRA. At the end of the six month period they will be reviewed in light of agreement reached on the interpretations and implementation. I am confident we will be able to work out any disagreements and come up with solutions satisfactory to all concerned.

If by some chance our interim arrangements prove unsatisfac-

Reliable rectifiers from WABCO.



- WABCO rectifiers provide reliable assemblies designed for trouble-free operation in many track and line circuit applications.
- Meets AAR signal specifications.
- Factory tested for operation from −40° to 160°F.
- Solid-state components provide maintenance-free operation.
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WABCO constant potential rectifiers are available in either enclosed housing or modular models so they can be used for power supply applications or to operate equipment directly without a battery. Choose from 14 different models with ratings to handle loads from 7 up to 120 watts.

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WABCO produces a constant current automatic rectifier to provide automatic battery charging. This unit operates on a two-rate charge principle, automatically cycling between high and low charge rates.

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tory during this six month period, we will be free to pursue the matter in any manner we deem appropriate.

In accordance with the terms of the Memorandum of Understanding dated November 19, 1976, you will be paid for all regularly assigned hours even though because of the Hours of Service Act you are unable to work some or all of those hours, provided you fulfill your obligations as stated in Paragraph 1(b) of the memorandum.

If you have not been paid for any regularly assigned hours since July 8 (the effective date of the Act) and claim has been filed for those hours, payment will be made after May 19, 1977, unless the November 19, 1976 Memorandum of Understanding is cancelled.

In the event you have not been paid for regularly assigned hours for which you have been unable to work as a result of the Hours of Service Act and claim on your behalf has not been filed, you, your Local Chairman or General Chairman (or whoever would normally file the claim on your behalf) must file claim by March 1, 1977 with the proper officer of your company. (Notwithstanding that item 3 of the November 19, 1976, Memorandum of Understanding stipulates that the time limit was 60 days from December 1, 1976, the time limit has been extended to March 1, 1977, by agreement with the carriers.) Accordingly, you should make claim within that period or notify whoever will file the claim of the dates, time periods involved and numbers of hours for which claim on your behalf is to be filed. DO THIS IMMEDIATELY!

In addition to the documents on pages 12-14 of this issue, our committees have prepared and jointly presented to the FRA, changes we suggest be made in the agency interpretations. As stated above, we have been assured by FRA that interim interpretations will be issued by January 15, 1977, and we will publish them in the January-February 1977 issue of The Signalman's Journal.

If the spirit of cooperation and sincerity on both sides of the bargaining table continue to prevail during 1977 and the future, I am confident that collective bargaining will continue to work in our next round of negotiations with the carriers on our next wage and fringe benefit agreement. Certainly, our experience with the Hours of Service Act indicates that we should be able to reach a satisfactory agreement during the coming year with the carriers on our new contract. I can assure you that this is our fervent hope and objective.

Signalmen to get cost of living raise Jan. 1

Signalmen will have their wages raised 13¢ an hour effective January 1, 1977. This raise is due to the cost-of-living adjustments in the January 29, 1975 wage agreement that is based upon the Consumer Price Index, as reported for September 1976.

The signalman's basic hourly rate on December 31, 1976 was $6.83. To this was added 24¢ an hour covering cost-of-living adjustments made during 1976 due to the rise in the Consumer Price Index. Per our January 29, 1975 wage agreement, now in effect, 18¢ (or 75% of the 24¢) is added to the basic wage rate as of December 31, 1976. Thus, the basic hourly rate for a signalman comes to $7.01 ($6.83 + .18 COLA). Also, the remaining 6¢ of the COLA carries over in 1977. Thus, the 6¢ added to the new 13¢ COLA brings the COLA portion of wages to 19¢.

The new hourly wage (effective January 1, 1977) for a signalman is $7.01 (base rate) + .19 COLA = $7.20 per hour. These calculations are based on the signalman's wage rates. The difference between the December 31, 1976 and the January 1, 1977 rate is 13¢ an hour.

Respecting the Union Label, Union Shop card, and the picket line are among the easiest ways to show your solidarity with your fellow workers.

Union Label, Union Shop Card—your guarantees of skill, quality—jobs.

Keep it in the family—Buy Union, Buy "Made in USA."

Signalmen sign shop agreement with Amtrak

The Brotherhood of Railroad Signalmen has signed an agreement with the National Railroad Passenger Corp. (Amtrak) concerning the establishment of a communication and signal department repair shop at Lancaster, PA. The agreement covers initial manning, the bidding rights and seniority districts for the future. The agreement was signed Nov. 15, 1976 by B. E. Britcher, general chairman, ConRail-Penn Central; A. W. Richards, general chairman, ConRail-New Haven; and J. W. Walsh, Jr., vice president, BofRS. S. H. Heltzinger, director labor relations, northeast corridor, signed for Amtrak.

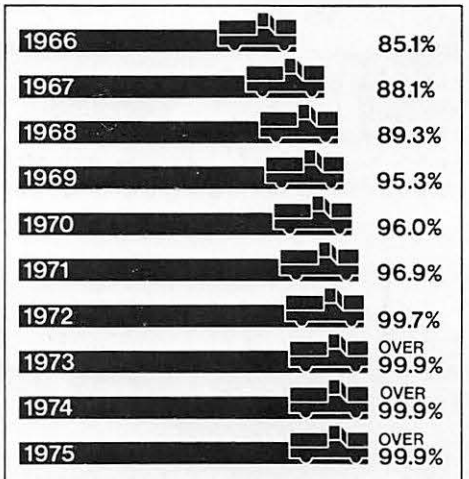
Capitol Hill Manual is a guide to federal action

A must for those dealing with federal legislation in Washington is the newly issued "Capitol Hill Manual" by Washington attorney Frank Cummings whose experience includes being counsel for the Senate Committee on Labor and Public Welfare and administrative assistant to Senator Jacob K. Javits.

(Please turn to page 24)

OUR TOUGH CHEVY PICKUP IS A TRUCK WITHIN A TRUCK.

A Chevy pickup is tough in the right places. With two steel walls in the Fleetside tailgate, body sides, doors, front fenders and hood. Plus extensive rust protection throughout.



Chevy has an impressive record for building trucks that last. The chart above shows the percentage still in use in each of the 10 most recent model years recorded. 96% of all Chevy trucks registered during those model years were still in use on July 1, 1975 as reported by R. L. Polk & Co.

Cargo box has a full inner wall of steel extending all the way up the body side on Fleetside pickups. It protects the outer wall from dents.

Front fenders have an embossed inner wall of steel under the exterior sheet metal. Plus a self-washing inner fender skirt to help protect engine compartment from salt spray and flying stones.

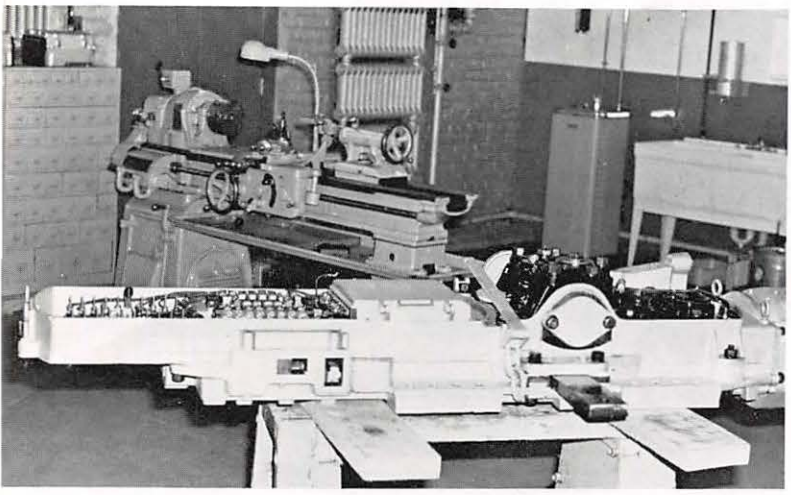
Hood is fabricated from two pieces of steel welded together for rigidity. You also get two walls of steel in the doors, upper cab panel, windshield pillars and front cowl.

For protection against rust, inner surfaces of both inner and outer front fenders are sprayed with a zinc-rich primer before assembly and final priming. And pickup box steel floor, sidewalls, front panel and tailgate are totally immersed in an electrically charged primer, drawing paint into seams and crevices for corrosion protection.

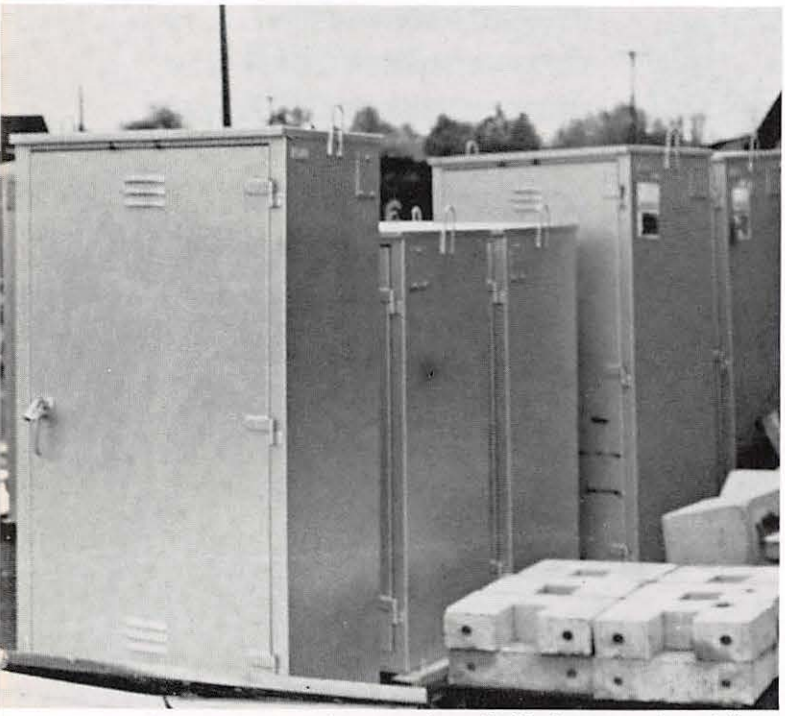
CHEVY TRUCKS

BUILT TO STAY TOUGH

Chessie System



Switch machine work area also includes a lathe for any necessary metal forming or machining required.



Storage area outside shop is available for cases, foundations, bungalows, masts, etc., which are not affected by weather.

A signal shop is a busy place. Equipment to be inspected, tested, cleaned and repaired continually flows into the shop. In addition, there is usually some Authorized for Expenditure (AFE) work, such as wiring cases or bungalows and assembling warning devices for installation at rail-highway grade crossings. Signalmen sometimes wonder if they will ever catch up on their work. These comments probably apply to most any signal shop, and the Chessie System shop at Saginaw, Michigan is no exception. When The Signalman's Journal visited the shop, six men and one foreman were manning it on a 5-day, 40-hour per week basis.

The Saginaw signal shop handles the inspecting, testing, and repair of signal equipment for the Michigan operating division extending to Detroit, Grand Rapids and Saginaw. Also, AFE projects, mainly rail-highway grade crossing warning systems are constructed and assembled in the shop ready for field installation.

At the Saginaw shop, two signalmen and one assistant signalman usually work on these AFE crossing projects. Cases and bungalows are wired with rectifiers, relays, terminal boards, etc. in place. Flashing-light signals are mounted on masts, as are gate mechanisms when required. A dark room is available at the shop for aligning the flashers. It is also used for alignment of SA type searchlight signal mechanisms. All equipment for a rail-highway grade crossing may be loaded into a C&O piggyback trailer for shipment to the site for field installation. Included will be the relay cases, flashers, gates (when required), foundations, wire and cable needed at the crossing, bootlegs, etc.

Other AFE work that may be handled at the shop includes interlocking changes or ctc modifications. Cases for such projects are wired at the shop and then shipped to the site for installation.

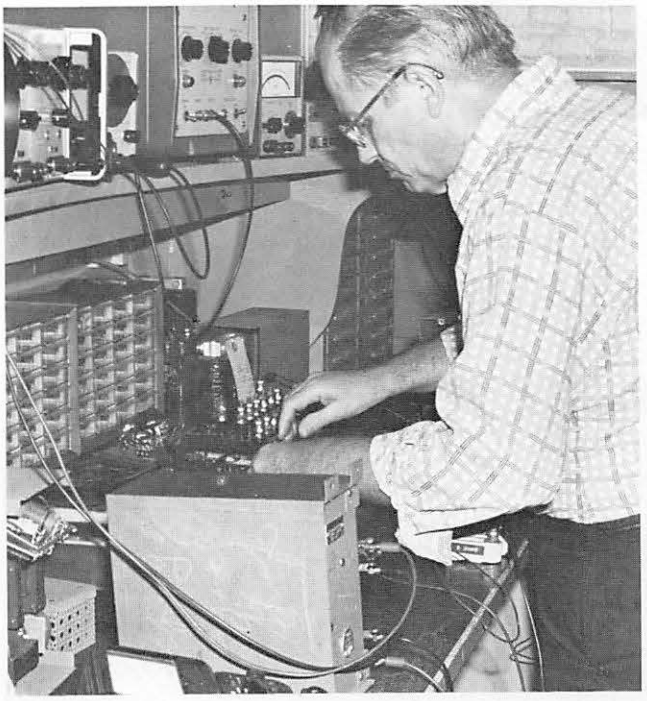
Equipment inspection, testing and repair is the main function of the shop. Practically any unit of signal equipment is handled. Searchlight signals, switch machines, switch circuit controllers, flashing-light signals, crossing gate mechanisms, electric locks, audio frequency overlay transmitters and receivers, masts, ladders, gate arms and relays are among the most common items handled in considerable quantity.

signal shop maintains production

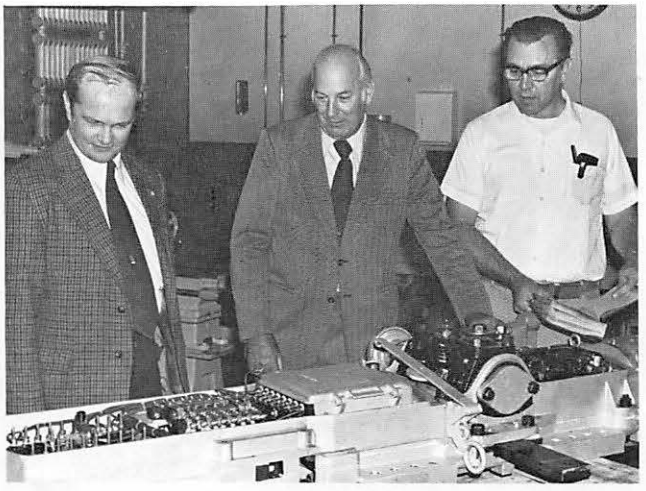
Painting is one of the many jobs performed at the Saginaw signal shop. Here, Harvey H. Parker (left) C&O general chairman watches Brother John F. Turnwald, signal maintainer, at one of his many work assignments.

Brother Clark Sedar, signal maintainer, among other work assignments, handles relay inspection, repair, cleaning and adjusting at the Saginaw shop.

Brother Russell E. Wellman, signal maintainer, was working on a circuit controller terminal strip when TSJ saw him.



Brother Douglas E. Peabody handles relay work and also repairs, inspects, cleans and adjusts audio frequency overlay transmitters and receivers.



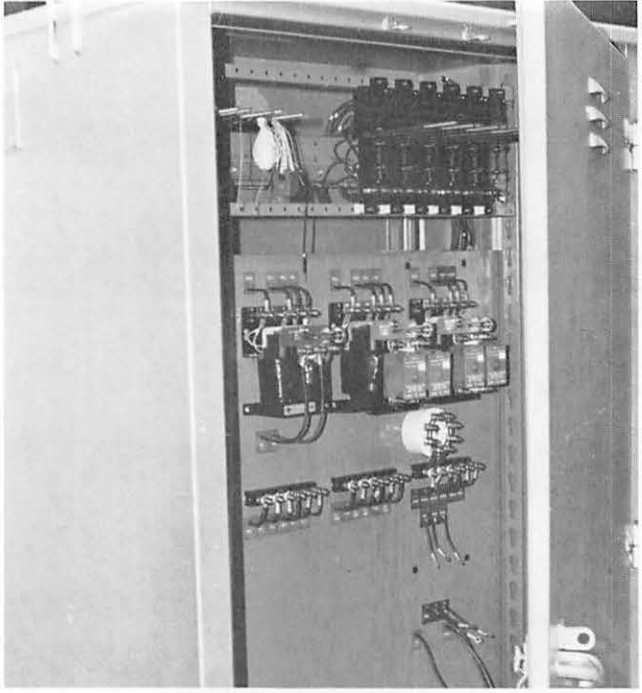
Brother Harvey H. Parker (left), C&O general chairman; Charles A. Prickett, C&O supervisor signal and communication shops; and Brother Frank J. Kantor (right), C&O signal foreman look over a switch machine that is being rebuilt to meet service requirements.

A relay room, separate from the other shop area, provides a quiet, clean atmosphere for testing, inspecting, cleaning, repairing and adjusting of relays. Audio frequency overlay transmitters and receivers are also serviced in this room. Two signal maintainers handle this work.

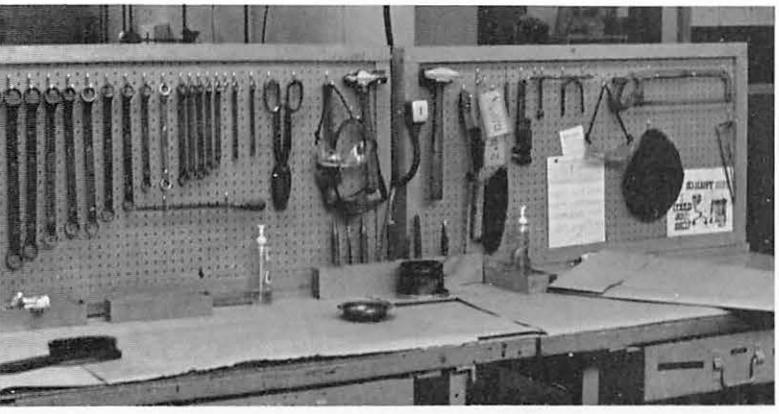
Another portion of the shop is reserved for switch machines, where they are completely disassembled, cleaned, repaired and then re-assembled, inspected and adjusted.

The shop is equipped with the necessary lathes, grinders, power tools, hoists, and hand tools to handle the work. In addition to a loading dock for trucks where the dock is at truck bed height, a siding provides easy access to freight cars that carry signal equipment and material.

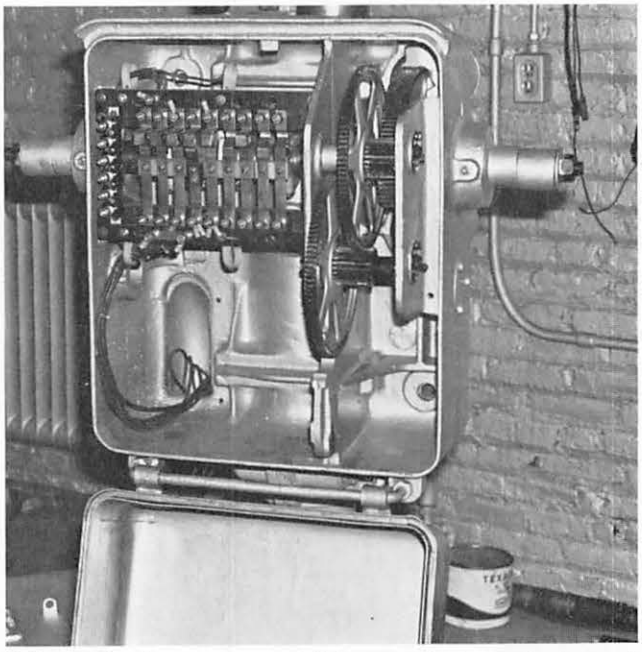
The men working in this Saginaw signal shop are members of Valley City Lodge No. 123. Brother D. E. Peabody is financial secretary of the local.



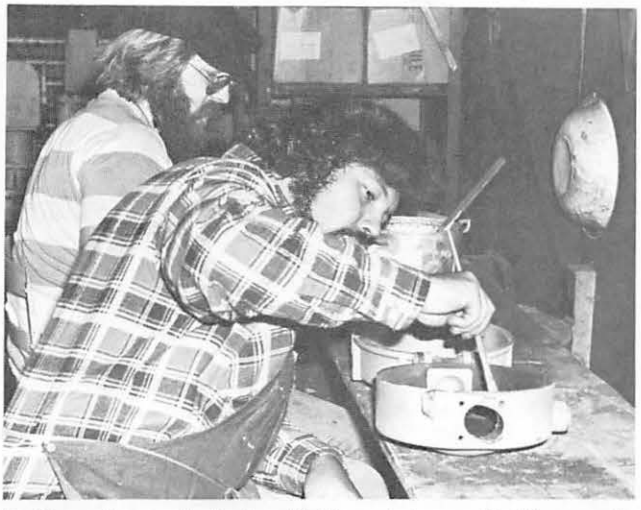
Instrument cases for rail-highway grade crossing projects as well as interlockings are wired at the signal shop.



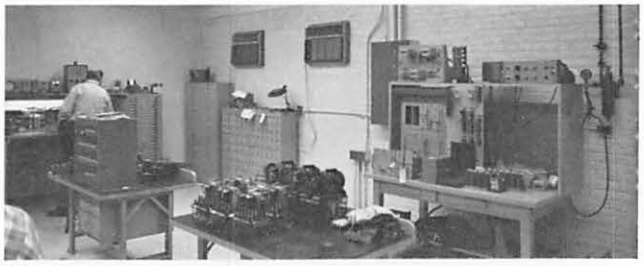
Hand tools and benches are some of the many items of equipment provided to enable signalmen to work efficiently.



Gate mechanisms are completely re-worked, repaired or adjusted to bring them up to standard.



Brothers James T. Parker (left) and James R. Wagner, Jr. (right), both assistant signal maintainers, are cleaning and painting flashing light signal lamp cases. Parker and Wagner are no longer assigned to the shop.



Relay repair and adjustment room is separate from the rest of the signal shop area, providing a clean place to work.

SIMPLIFY YOUR cTc MAINTENANCE PROBLEMS

with computer-based systems from GRS

You can simplify trouble shooting and improve your preventative maintenance programs – and have shorter down times – with the TRAFFIC MASTER® II color video control system and DATATRAIN™ full duplex, variable speed code transmission system.

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Both systems – Traffic Master II and Datatrain – employ extensive software diagnostics. You can evaluate system errors and isolate malfunctions to a module or printed circuit board – you need not be familiar with complex digital theory. Servicing is accomplished in minimal time without a computer specialist.

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Standard rack-mounted modules can be replaced "on location" for repair in the shop. Datatrain modules can be interchanged between control office and field station racks.

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NOW AVAILABLE –
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GRS
GENERAL RAILWAY SIGNAL
A UNIT OF GENERAL SIGNAL
ROCHESTER NEW YORK 14602

BofRS and carriers sign

Memorandum of Understanding

The parties hereto agree that certain modifications to existing collectively bargained rules are desirable because of restrictions imposed by the Hours of Service Act, as amended by Public Law 94-348.

NOW, THEREFORE, IT IS AGREED:

1. The following provisions will apply to any employee who is required by the Carrier to perform service outside of his regularly assigned hours and because of such service is unable to work some or all of his regularly assigned hours because of restrictions contained in the Hours of Service Act, as amended by Public Law 94-348.

(a) Provided the employee fulfills the obligations set forth in subparagraph (b), he will be compensated for his regularly assigned hours at the straight-time rate of pay.

(b) On any day on which application of the Hours of Service law would prevent an employee from performing work during some or all of his regularly assigned hours, the carrier will have the right without payment of additional compensation to temporarily extend the employee's assigned quitting time to permit the employee to work a full 8 hours, provided that such extension shall not exceed two hours. The number of such extensions shall not exceed four in each calendar month.

2. In order to minimize situations in which an employee is prevented from working some or all of his regularly assigned hours because of restrictions contained in the Hours of Service Act, representatives of the Organization signatory hereto will cooperate with the individual carriers parties hereto in modifying other collectively bargained rules such as those governing starting times, meal periods, rights and obligations respecting calls, and assigned rest days.

3. This Memorandum of Understanding shall be effective on December 1, 1976 and shall continue in effect thereafter (subject to change in accordance with the Railway Labor Act, as amended) unless cancelled pursuant to Item 3 of the letter dated November 19, 1976, from W. H. Dempsey to C. J. Chamberlain. In the event this Memorandum of Understanding is not cancelled pursuant to such letter, the pay provisions of paragraph 1 of this Memorandum of Understanding will be applied retroactively to July 8, 1976 to claims either timely filed under the pertinent rules on each carrier or filed within 60 days from the effective date of this agreement.

SIGNED AT WASHINGTON, D. C. THIS 19TH DAY OF NOVEMBER, 1976.

For the employees represented by the Brotherhood of Railroad Signalmen:

/s/ C. J. CHAMBERLAIN, President
/s/ R. T. BATES, Secretary-Treasurer
/s/ C. S. CHANDLER, Vice President
/s/ MELVIN B. FRYE, Vice President
/s/ J. T. BASS, Vice President
/s/ W. W. ALTUS, JR., Vice President
/s/ J. W. WALSH, Vice President
/s/ JOHN E. PLATT, Vice President
/s/ W. D. BEST, Vice President

For the carriers:

/s/ W. H. DEMPSEY, Chairman
/s/ C. A. BALL
/s/ C. F. BURCH
/s/ T. C. DE BUTTS
/s/ A. E. EGBERS
/s/ G. L. FARR
/s/ G. H. GILMER, JR.
/s/ J. R. JONES
/s/ C. E. MERVINE, JR.
/s/ GEORGE S. PAUL
/s/ ROBERT E. UPTON

National Railway Labor Conference

November 19, 1976

Mr. C. J. Chamberlain
President
Brotherhood of Railroad Signalmen
601 West Golf Road
Mount Prospect, Illinois 60056

Dear Mr. Chamberlain:

This confirms that the Memorandum of Understanding reached today in connection with modification of certain collectively bargained rules is conditioned upon the following:

1. The parties will jointly request the Federal Railroad Administration to postpone the hearings in FRA Docket No. HS-4 until May 19, 1977, extend the deadline for submission of comments on proposed FRA Interpretations of the Hours of Service Act provisions affecting signal employees from November 29, 1976, to May 29, 1977, and defer the issuance of final regulations until after that date.

2. The parties will utilize said six month period for the purpose of conferring with each other and the Federal Railroad Administration in reaching a mutually satisfactory interpretation and application of the provisions of the Hours of Service Act as amended by Section 4(d) of Public Law 94-348, which shall include but shall not be limited to the understandings set forth in the attached document.

3. In the event conferences between the parties hereto and the Federal Railroad Administration are not satisfactorily concluded by May 19, 1977, the parties hereto are free to progress their respective positions. In that event the Memorandum of Understand-

ing dated November 19, 1976 shall be automatically cancelled, and the provisions of that Memorandum of Understanding and this letter shall not be utilized by either party or those whom they represent at any time for any purpose.

Please indicate your concurrence by affixing your signature in the space provided in the lower left-hand corner.

Yours truly,
/s/ William H. Dempsey

ACCEPTED:
/s/ C. J. Chamberlain

National Railway Labor Conference

November 19, 1976

Mr. C. J. Chamberlain
President
Brotherhood of Railroad Signalmen
601 West Golf Road
Mount Prospect, Illinois 60065
Dear Mr: Chamberlain:

This is to record our understanding with respect to the Memorandum of Understanding dated November 19, 1976, that if said Memorandum is cancelled pursuant to Item 3 of my letter to you dated November 19, 1976, (a) claims filed within the 60-day period referred to in paragraph 3 of the Memorandum will be considered timely filed, and (b) the carriers will be afforded the opportunity to correct any procedural deficiencies in their handling of such claims.

If this meets with your approval will you please signify by signing in the space provided below.

Yours very truly,
/s/ W. H. DEMPSEY

APPROVED:
/s/ C. J. CHAMBERLAIN

Hours of Service Act

Sections and Parts which apply to individuals employed by a carrier who are engaged in installing, repairing signal systems.

PUBLIC LAW 94-348
94th CONGRESS H. R. 11804
JULY 8, 1976

Be it enacted by the Senate and House of Represenstatives of the United States of America in Congress assembled. That the Act entitled "An Act to promote the safety of employees and travelers upon railroads by limiting the hours of service of employees thereon," approved March 4, 1907 (45 U.S.C. 61, 62, 63, 64), is hereby amended to read as follows: That (a) this Act shall apply to any common carrier or carriers, their officers, agents, and employees, engaged in the transportation of passengers or property by railroad in the District of Columbia or any territory of the United States, or from one State or territory of the United States or the District of Columbia to any other State or territory of the United States or the District of Columbia, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States.

(b) For the purposes of this Act—

(1) The term 'railroad' includes all bridges and ferries used or operated in connection with any railroad, and also all the road in use by any common carrier operating a railroad, whether owned or operated under a contract, agreement or lease.

Sec. 2. (a) It shall be unlawful for any common carrier, its officers or agents, subject to this Act—

(3) to provide sleeping quarters for employees (including crew quarters, camp or bunk cars, and trailers) which do not afford such employees an opportunity for rest, free from interruptions caused by noise under the control of the railroad, in clean, safe, and sanitary quarters; or

Sec. 3A. (a) It shall be unlawful for any common carrier, its officers or agents, subject to this Act—

(1) to require or permit an individual employed by the carrier who is engaged in installing, repairing or maintaining signal systems, in case such individual shall have been continuously on duty for twelve hours, to continue on duty or to go on duty until he has had at least ten consecutive hours off duty; or

(2) to require or permit an individual described in paragraph (1) to continue on duty or to go on duty when he has not had at least eight consecutive hours off duty during the preceding twenty-four hours.

(b) In determining for the purposes of subsection (a) the number of hours an individual is on duty, there shall be counted, in addition to the time such individual is actually engaged in installing, repairing or maintaining signal systems, all time on duty in other service performed for the common carrier during the twenty-four hour period involved.

(c) For purposes of this section, time on duty shall commence when an individual reports for duty and terminate when the individual is finally released from duty.

(d) As used in sections 2(a), (3), 4, and 5 of this Act, the term 'employee' shall be deemed to include an individual employed by the carrier who is engaged in installing, repairing or maintaining signal systems.

(e) The provisions of this section shall not apply to an individual during such period of time as the provisions of section 3 apply to his duty and off-duty periods.

(f) Notwithstanding subsection (a) of this section, an individual engaged in installing, repairing, or maintaining signal systems may be permitted to be or remain on duty for not to exceed four additional hours in any period of twenty-four consecutive hours when-

ever an actual emergency exists and work of the individual is related to such emergency. For purposes of this sub-section with respect to the on-duty time of an individual engaged in installing, repairing, or maintaining signal systems, an emergency ceases to exist when the signal systems are restored to service.

Sec. 4. The requirements imposed by this Act with respect to time on duty of employees are hereby declared to result in the maximum permissible hours of service consistent with safety. However, shorter hours of service and time on duty of employees for lesser period of time are hereby declared to be proper subjects for collective bargaining between any common carrier subject to this Act and its employees.

Sec. 5. (a) Any such common carrier, or any officer or agent thereof, requiring or permitting any employee to go, be, or remain on duty in violation of section 2, section 3 or section 3A of this Act shall be liable to a penalty of $500 for each and every violation, to be recovered in a suit or suits to be brought by the United States attorney in the district court of the United States having jurisdiction in the locality where such violations shall have been committed; and it shall be the duty of such United States attorney to bring such suit upon satisfactory information being lodged with him; but no such suit shall be brought after the expiration of two years from the date of such violation.

(b) It shall be the duty of the Secretary of Transportation to lodge with the appropriate United States attorney information of any violation as may come to the knowledge of the Secretary.

(c) In all prosecutions under this Act the common carrier shall be deemed to have knowledge of all acts of all its officers and agents.

(d) The provisions of this Act shall not apply in any case of casualty or unavoidable accident or the act of God; nor where the delay was the result of a cause not known to the carrier or its officer or agent in charge of the employee at the time said employee left a terminal, and which could not have been foreseen.

(e) With respect to any railroad which employs a total of not more than 15 employees covered by this Act, the Secretary of Transportation may after full hearing in any particular case and for good cause shown exempt any such railroad subject to this Act with respect to one or more of its employees from the limiations imposed by this Act for a specified period of time, if the Secretary of Transportation finds that such exemption is in the public interest and will not adversely affect safety. Such order it to be subject to review at least annually. In no event shall any such exemption be made for any railroad described in this section to work its employees beyond 16 hours either consecutively or in the aggregate within any 24-hour period.

Sec. 6. It shall be the duty of the Secretary of Transportation to carry out the provisions of this Act.

Sec. 2. If any provision of the amendment made by the first section of this Act is held invalid, the remainder of such amendment shall not be affected thereby.

Series E Bonds pay 6% interest when held to maturity of 5 years (4½% the first year). Interest is not subject to state or local income taxes, and federal tax may be deferred until redemption.

Take stock in America.

200 years at the same location.

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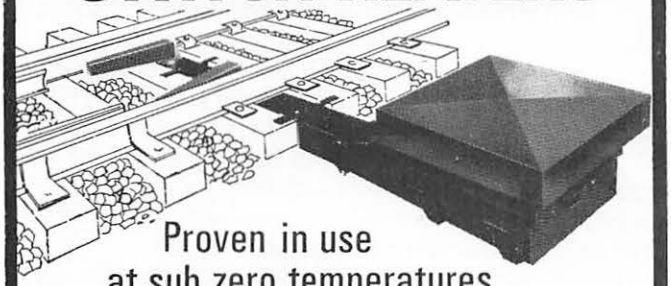

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All components located for easy installation and servicing—separate remote control panel is free from trackside vibration. Hot air duct is electrically insulated against track circuit interference and designed to provide maximum air flow.

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SERVICE TESTED FOR DEPENDABLE OPERATION.

R. T. Bates reports on finances

Section 161 of Article I of our Constitution provides that the chairman of our Grand Board of Trustees shall cause the records of the Secretary-Treasurer of Grand Lodge to be examined and audited annually by a firm of certified public accountants, and that a copy of the audit shall be forwarded at the direction of the Board to the Recording Secretary of each Subordinate Lodge.

The Brotherhood of Railroad Signalmen fiscal year ended on June 30, 1976, and the Grand Board

Brotherhood of Railroad Signalmen

Balance Sheet June 30, 1976

	COMBINED	GENERAL FUND	CONTINGENT FUND	BUILDING FUND
ASSETS				
CURRENT ASSETS				
Cash	$ 871,973.43	$419,516.58	$432,840.13	$ 19,616.72
Securities - at cost	53,659.93	34,750.00	18,909.93	
Accounts receivable:				
Accrued interest - Building Fund	44,065.44		44,065.44	
Others	10,188.83	10,188.83		
Building Fund	97,373.10		97,373.10	
Prepaid expenses	6,314.45	6,314.45		
Total current assets	**$1,083,575.18**	**$470,769.86**	**$593,188.60**	**$ 19,616.72**
FIXED ASSETS				
Land, Mt. Prospect, Ill. - at cost	140,000.00			140,000.00
Building, Mt. Prospect, Ill. - at cost	$925,087.72			
LESS: Reserve for depreciation	51,478.21	873,609.51		873,609.51
Telephone and alarm equipment	16,905.75			
LESS: Reserve for depreciation	4,773.09	12,132.66		12,132.66
Office furniture and equipment - substantially at cost	109,380.08			
LESS: Reserve for depreciation	24,297.72	85,082.36	85,082.36	
Total fixed assets	**1,110,824.53**	**85,082.36**		**1,025,742.17**
OTHER ASSETS				
Interest in the Labor Cooperative Educational and Publishing Society - at cost	1,062.50	1,062.50		
	$2,195,462.21	**$556,914.72**	**$593,188.60**	**$1,045,358.89**
LIABILITIES				
CURRENT LIABILITIES				
Mortgage payable - bank (Note #1)	$ 24,614.40	$	$	$ 24,614.40
Accounts payable:				
Trade	33,824.85	33,824.85		
Contingent Fund	97,373.10			97,373.10
Interest payable	44,065.44			44,065.44
Accrued payroll taxes	14,128.94	14,128.94		
Accrued real estate taxes	24,600.00	24,600.00		
Total current liabilities	**238,606.73**	**72,553.79**		**166,052.94**
NONCURRENT LIABILITIES				
Mortgage payable - bank (Note #1)	**444,141.54**			**444,141.54**
CAPITAL				
GENERAL FUND	484,360.93	484,360.93		
BUILDING & CONTINGENT FUNDS	1,028,353.01	----------	593,188.60	435,164.41
	$2,195,462.21	**$556,914.72**	**$593,188.60**	**$1,045,358.89**

of Trustees directed the certified public accounting firm of Brabenec, Yasus, Tague and Company to conduct the annual audit at that time. A copy of the annual audit report was forwarded at the direction of the Board to each of our Subordinate Lodges on October 1, 1976.

Since the financial condition of Grand Lodge is of interest to our entire membership, we have reproduced the audit report in the following pages.

During the fiscal year ending June 30, 1976, a great deal of money, time and effort were expended in preparing for our August 1976 convention at Quebec City. The convention was attended by a record number of delegates and much important business was transacted by the convention.

During 1976, we celebrated the 75th anniversary of our Brotherhood and dedicated our new headquarters building in Mt. Prospect, Illinois. These are two events which we feel will be significant in recording the future history of our Brotherhood.

The writing of "The First 75", a history of the Brotherhood of Railroad Signalmen, was completed early in 1976, and was edited and published prior to the end of the fiscal year. The officers and members of the Brotherhood will be eternally

NOTE #1
The mortgage is payable $4,720.63 per month for fifteen years including interest at 7%. Principal payments due during the twelve months ending June 30, 1977 total $24,614.40. The balance of the mortgage $444,141.54 represents principal payments maturing after June 30, 1977 and is shown in the balance sheet as a noncurrent liability.

Brotherhood of Railroad Signalmen

CONTINGENT FUND

Statement of Income and Capital
Year Ended June 30, 1976

INCOME:	
General Fund allocation	$ 57,100.52
Interest & dividends on securities & savings accounts	13,648.64
Interest on loan to Building Fund	11,597.51
Recovered from members of the Florida East Coast Railroad	82.10
	82,428.77
EXPENSE: - Strike benefits paid to members of Local #31 at the Staten Island Rapid Transit Operating Authority	5,235.50
Net income	77,193.27
CAPITAL - June 30, 1975	515,995.33
CAPITAL - June 30, 1976	$593,188.60

BUILDING FUND

Statement of Income and Capital
Year Ended June 30, 1976

INCOME:			
General Fund allocation			$ 44,553.23
Interest on savings account			759.95
Rent collected			67,468.61
Donations			54.75
General Fund - mortgage payments			47,206.30
General Fund - building construction charges			15,467.72
			175,510.56
EXPENSES:			
Interest applicable to:			
Mortgage	$33,692.57		
General Fund loan	1,715.82		
Contingent Fund loan	11,597.51		
Depreciation:			
Building	$22,933.84		
Telephone equipment	1,581.91		
Alarm system	108.66	24,624.41	71,630.31
NET INCOME			103,880.25
CAPITAL - June 30, 1975			151,529.35
			255,409.60
Cancellation of Loan payable to the General Fund (NOTE #1)			179,754.81
CAPITAL - June 30, 1976			$435,164.41

NOTE #1: The Grand Executive Council & the Grand Board of Trustees by Joint Resolution effective 9/30/75 approved this transaction.

Brotherhood of Railroad Signalmen

GENERAL FUND

Statement of Income and Capital
Year Ended June 30, 1976

INCOME:	
Per capita tax	$1,219,063.56
Initiation fees	19,045.00
Grand Lodge dues	8,142.72
Special assessments	99.00
Charter fee	100.00
Supplies and postage	12,099.51
Interest and dividends on securities and savings accounts	15,900.34
Interest on loan to Building Fund	1,715.82
Subordinate lodge bonds - net	749.00
Sale of training books	2,895.95
Services to locals	1,843.88
Sales of master agreements	675.80
Sale of award copies	160.00
Special withdrawal cards	2,488.45
Signalman's Journal Income:	
Advertising	10,393.27
Subscriptions	411.50
Sale of the "History of the Brotherhood of Railroad Signalmen"	9.95
Sale of manuals	6.00
	1,295,799.75
EXPENSES:	1,222,111.70
NET INCOME	73,688.05
CAPITAL - June 30, 1975	590,427.69
	664,115.74
Cancellation of loan receivable from the Building Fund (NOTE #1)	179,754.81
CAPITAL - June 30, 1976	$ 484,360.93

NOTE #1: The Grand Executive Council and the Grand Board of Trustees by Joint Resolution effective September 30, 1975, approved this transaction.

grateful to our late Brother Art Lyon for his many years of dedicated service to the Brotherhood not to mention the many hours of effort expended by him in researching and writing this comprehensive history of our Brotherhood.

The Brotherhood headquarters building has been completely occupied during this fiscal year. We have continued to maintain the grounds and building in top condition. We invite and urge all of our members to visit the headquarters building when in the Chicago area to inspect this important asset of our Brotherhood.

Operating costs have continued to follow the general condition of the economy. During the fiscal year ending June 30, 1975, expenses to our operating or General Fund were $981,595.93. During this immediate past fiscal year ending June 30, 1976, expenditures to the General Fund were $1,222,111.70.

Capital in our Contingent Fund increased from $515,995.33 at June 30, 1975 to $593,188.60 on June 30, 1976. During the fiscal year, strike benefits in the amount of $5,235.50 were paid to Local 31 members who were idled due to a strike on the Staten Island Rapid Transit Operating Authority.

During the fiscal year June 30, 1975 to June 30, 1976, the Building Fund capital account increased from $151,529.35 to $435,164.41. During the fiscal year ending June 30, 1976, we received rent income

Brotherhood of Railroad Signalmen

GENERAL FUND

Statement of Expenses
Year Ended June 30, 1976

Salaries:		
Grand Lodge Officers (12)		$ 244,472.32
Grand Lodge representatives (2)		47,973.36
Special representatives		270.96
Office employees (13)		120,711.52
Director of Research		23,986.69
Editor & Manager - Signalman's Journal		20,820.96
Traveling expenses:		
Grand Lodge officers		109,463.88
Grand Lodge representatives		19,270.15
Special representatives		12,722.57
Director of Research		4,516.41
Editor & Manager - Signalman's Journal		2,863.99
Pensions - retired Grand Lodge Officers		6,135.00
Office supplies and stationery		34,103.89
Postage		13,026.04
Telephone		15,582.25
1976 Convention expense		16,043.17
1971-72 Health & Welfare Move		718.00
International executive officers expense		221.65
General Chairmen's meetings		1,193.99
Railroad retirement tax		52,025.08
Unemployment insurance tax		5,526.24
Railway Labor Executives' Association		15,500.00
Canadian Railway Labour Association		1,040.00
Per capita dues and special assessments:		
A.F.L.-C.I.O.		11,586.83
Canadian Labour Congress		2,475.00
Maintenance of office equipment		2,453.25
Railway publications and statistical data		3,115.84
Printing of awards		254.15
Membership cards		1,152.00
Rent:		
Winnipeg, Manitoba, Canada	$ 990.00	
Montreal, Canada	2,659.92	
Paducah, Kentucky	480.00	
Washington, D.C.	3,361.80	
Denver, Colorado	2,073.32	9,565.04
Attorney fees		23,789.53
Accounting fees		3,420.00
Fidelity bonds - Grand Lodge		516.17
Professional services		206.47
Member subscriptions to "Labor" Newspaper		14,663.19
Moving expense		
J. W. Walsh		1,767.08
J. T. Bass		149.00
Negotiating Committee Railway Unions (Canada)		750.00
Rental of office equipment		20.00
Negotiations on railroads not covered by national agreements		11,422.54
Contributions		450.08
Insurance		3,371.46
Depreciation of office furniture & equipment		7,332.58
Express charges		1,099.68
Group insurance		21,692.45
Flowers		217.69
Safety deposit box rental		8.00
Personal property taxes		88.05
Exchange and duty		25.40
Photographs		997.34
Membership and registration fees		1,582.69
General Committee refunds		13,781.29
Interest and penalty		102.10
Meeting room charges		482.66
Printing - National Agreement		490.00
Allocations to other funds:		
Contingent Fund	$57,100.52	
Building Fund	44,553.23	101,653.75
Signalman's Journal Expenses:		
Supplies	1,337.61	
Membership and registration	220.00	
Printing and mailing	40,579.97	
Photographic work & camera supplies	2,896.82	
Articles	208.55	
Subscriptions	220.00	45,462.95
Building expenses:		
Mortgage payments	47,206.30	
Building construction charges	15,467.72	
Real estate taxes	24,203.46	
Trustees' fee for holding title	30.00	
Utilities	25,086.31	
Water tax	263.92	
Scavenger	350.50	
Janitorial service	16,320.00	
Supplies and towel service	894.94	
Landscaping and snow plowing	4,883.17	
Building maintenance	8,161.90	142,868.22
International Labor Press Assn. - Postal Fund		100.00
Printing of the "History of the Brotherhood of Railroad Signalmen"		12,976.00
Dedication of Headquarters Building		10,730.26
Railroad Retirement Unemployment Insurance Act Move		1,080.00
Employment agency fee - Canada		24.84
		$1,222,111.70

News Cont'd

The book begins with an outline of the federal legislative process covering drafting of a measure, sponsorship and introduction of a bill, handling through a committee, and floor and conference committee considerations. Another section deals with the power centers in the House and Senate, majority leaders as well as key committees. Money bills are discussed in detail particularly with respect to funding legislative programs and the federal budget.

Nonlegislative activities are covered in a section dealing with the structure of a Congressman's office, officers of the Congress, and Congressional relationships with the administration, lobbyists and constituents.

Signalmen at the opening session of the Communication & Signal Section, AAR, annual meeting in Toronto, Ontario were (left to right): R. R. Mitchell, grand lodge representative; W. B. Harwell, Jr., grand lodge representative; R. T. Bates, secretary-treasurer; J. E. Hansen, director of research; W. D. Best, vice president; C. J. Chamberlain, president; and J. W. Walsh, vice president.

Material pertinent to the legislative process, include House and Senate rules and key provisions of the Legislative Reorganization Act are included in appendices. And finally, a glossary of frequently used terms and a comprehensive index are included in the Manual.

Capitol Hill Manual by Frank Cummings, BNA Books, 1231 25th Street, N.W., Washington, DC 20037. Price: $17.50.

Four regional meetings scheduled for 1977

The Brotherhood of Railroad Signalmen is scheduling four regional meetings to be held in 1977. Tentative locations and dates are as follows:

—Toronto, Ontario, March 12 at Royal York Hotel.

—Chicago, Illinois, April 30 at Pick Congress Hotel.

—Los Angeles, California, May 14, (site to be announced later).

—Pittsburgh, Pennsylvania, September 17 (site to be named later).

Also, scheduled next year, is a training seminar titled "The General Chairman and His Work" that will be held for general committee officers. Also attending will be Grand Lodge officers. The seminar will be held March 27 through April 1, 1977 at the George Meany Center for Labor Studies in Silver Spring, MD. For more information, write M. B. Frye, vice president, BofRS, 601 West Golf Road, Mt. Prospect, IL 60056.

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Division of NECCO

NATIONAL ELECTRIC GATE CO.

Wooden & Fibre-Glass Gate Arms
Gate Arm Products
Lamps — Mechanisms

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Brotherhood of Railroad Signalmen

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Flowers		217.69
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Real estate taxes	24,203.46	
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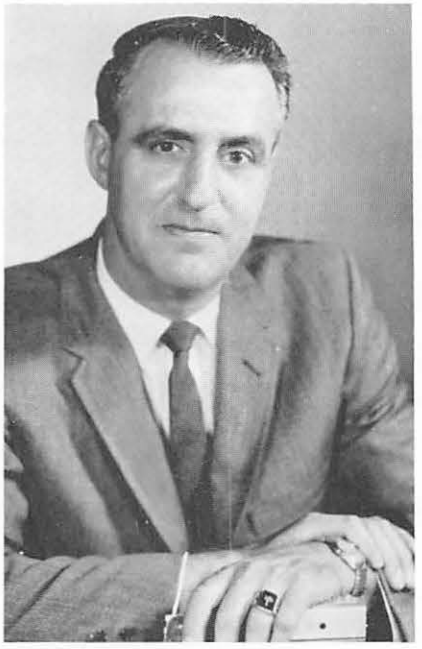
Railroad Retirement Unemployment Insurance Act Move		1,080.00
Employment agency fee - Canada		24.84
		$1,222,111.70

of $67,468.61 that was applied to the Building Fund.

We would like to take this opportunity to express our gratitude to all of the Local Lodge and General Committee officers for their untiring efforts and cooperation over the past year. We appreciate the loyalty and interest of the entire membership and are confident that this trust is not misplaced. Although we do not wish to single out special officers for praise, this office would like to especially recognize the Local and General Financial Secretaries for their continued hard work. It seems to us that these officers are too often taken for granted while performing most difficult tasks, and because of this, we think they deserve special "thanks."

Personal Aids and News

Retirement Act changes due Jan. 1 reports R. T. Bates



On October 18, 1976, President Ford signed into law a bill which makes certain technical changes in the Railroad Retirement Act of 1974. These technical amendments are mainly for the purpose of correcting certain defects in the law which were not apparent upon enactment of the Railroad Retirement Act of 1974. They carry out more fully the intent of the joint labor-management committee that recommended the 1974 legislation to Congress.

The technical amendments introduce certain minimum guarantees, make improvements in the formulas for widows' annuities, exclude certain payments of supplemental sickness benefits and travel and meal allowances from railroad retirement taxes to conform with existing practices and provide borrowing authority for the Railroad Retirement Supplemental Account.

The following questions and answers describe these amendments and also explain some recently announced changes in the railroad retirement tax base, earnings limitations and Medicare coinsurance charges which become effective in 1977.

(1) Are many widows affected by these technical amendments?

Only a small number of widows on the Board's rolls at present are affected by the amendments, about 3 out of each 100. While the 1974 Railroad Retirement Act substantially increased most survivor annuities, it also provided for greater dual benefit reductions. Because of these reductions, and certain formula technicalities, the 1974 Act annuities of a few widows, also entitled to social security benefits and/or other railroad retirement benefits, are for lesser amounts than were intended by the joint management-labor railroad retirement recommendations. In some cases, a widow's annuity would be less than a spouse annuity she received before her husband's death.

The technical amendments provide an effective spouse minimum guaranty and a survivor formula liberalization to correct these unintended effects of previous legislation. These provisions are effective beginning November 1976.

(2) How does the amended spouse minimum guaranty work?

It guarantees a widow that her survivor annuity will be for an amount at least equal to the amount of any wife's annuity she received at the time of her husband's death. Most widows receive substantially more than this spouse minimum.

This is similar to the spouse minimum guaranty that was in effect under the 1937 Act. While the 1974 Act had provided for a spouse minimum, it was not effective under certain conditions and a change in the law was needed for certain, but not all cases, where there is entitlement to other benefits.

(3) Were any other changes made in survivor annuity formulas?

The technical amendments

modified the annuity calculation formulas for widows who also receive a social security benefit and/or a railroad retirement employee annuity. The 1974 Act requires substantial annuity reductions for widows with such dual benefit entitlement. In some cases, the amount of such a widow's annuity was smaller than what she would have received under the 1937 Act. As a result of the technical amendments, some of these widows will receive increases in their annuities.

(4) How do these amendments affect supplemental sickness benefits and travel allowances?

There is no real change in the Board's treatment of such payments. The Board's previous policy had been that such sickness benefits and travel and meal allowances were not creditable or taxable for railroad retirement purposes but such payments were not specifically excluded by the law. Now, the actual practice of the Board is supported by law which is generally effective January 1975.

(5) What type of borrowing authority was provided for the Railroad Retirement Supplemental Account?

The technical amendments give the Board authority to borrow funds from the regular Railroad Retirement Account for the Railroad Retirement Supplemental Account during any period in which the funds in the Supplemental Account are temporarily insufficient for benefit payments. These funds are to be fully repaid with interest.

(6) Has there been a change in the railroad retirement tax rate?

No, the employee tax rate remains 5.85%, the same as for social security taxes. However, beginning with January 1977, the amount of earnings subject to railroad retirement tax increases from $1,275 per month to $1,375 per month. Only employees earning more than $1,275 in any given month will pay higher taxes; they, however, will receive higher earnings credits for future retirement and survivor benefits.

(7) Do the earnings limitations some annuitants are subject to increase in 1977?

Yes. In 1976, earnings above $2,760 in the year can reduce certain railroad retirement benefits by $1 for every $2 earned over $2,760, but benefits are not reduced for any month in which earnings are $230 or less. Beginning in 1977, the annual earnings limitation is raised from $2,760 to $3,000 and the monthly limitation is raised from $230 to $250.

(8) Who is subject to these earnings limitations in 1977?

These earnings limitations apply to almost all survivor annuitants. They also apply to some retired employees and their wives, generally to those who are also qualified for social security benefits. Most of those retired employees and wives who are subject to the earnings limitations have been notified by the Board as to how earnings will affect their annuities.

As under previous law, the annuity of any beneficiary is not payable for any month in which the beneficiary works for a railroad, and retired employees and their wives may not return to work for their last pre-retirement nonrailroad employer.

(9) Will the Medicare coinsurance charges a beneficiary pays for hospitalization increase in 1977?

Yes. In 1977 a Medicare patient will have to pay the first $124 of his or her hospital bills, $20 more than the 1976 charge of $104.

In addition, the patient's portion of the daily bill for hospital care between the 61st and 90th days will be raised from $26 to $31 and the patient's portion of the daily costs for posthospital care in a skilled nursing home between the 21st and 100th days will go up from $13.00 to $15.50.

If a beneficiary uses any of his "lifetime reserve" days, that is, the extra 60 hospital days a beneficiary can use when he needs more than 90 days of hospital care in the same benefit period, he will pay $62 for each reserve day used, instead of $52 per day.

Railroad Retirement Tax increases in 1977

Beginning January 1, 1977, the maximum amount of railroad earnings subject to regular railroad retirement taxes will increase from $1,275 to $1,375 per month. The increase results from a raise in the social security tax base. The amount of annual earnings subject to social security taxes was increased from a maximum of $15,300 to $16,500 in 1977. By law, the railroad retirement monthly maximum is one-twelfth of the social security annual maximum.

The 1977 tax rates for railroad employees, 5.85%, and railroad employers, 15.35%, are unchanged. Therefore, compared with 1976, additional taxes will be paid by railroad employers and employees only in months when an employee earns in excess of $1,275. The maximum retirement tax increase will be $5.85 per month for an employee and $15.35 for his employer, bringing the maximum monthly regular retirement tax to $80.44 for employees and $211.06 for employers. The employees paying the higher taxes will, of course, receive higher earnings credits toward future retirement and survivor benefits.

Higher earnings allowed retirement annuitants in 1977

Railroad retirement annuitants subject to earnings restrictions are allowed higher earnings in

1977. The 1976 limit of $2,760 is increased to allow such annuitants to earn $3,000 in 1977 before benefits are affected. Annual earnings above $3,000 could reduce certain railroad retirement benefits by $1 for every $2 earned over $3,000. However, no reduction in benefits is made for any month in which earnings are $250 or less. The special earnings restrictions which apply to disability annuitants have not changed.

The earnings limitation applies to almost all railroad survivor annuitants. It also applies to some retired railroad employees and their wives, generally to those who are also qualified for social security benefits and those whose annuities are computed under a special guaranty formula. Most of these retired employees affected by these earnings restrictions were notified accordingly earlier this year.

Regardless of earnings, no railroad retirement annuity is payable for any month in which an annuitant works for a railroad, nor are railroad retirement annuities payable to retired employees and their wives for any month in which they return to work for their last pre-retirement nonrailroad employer.

Railroad retirement amendments enacted

On October 18, 1976, President Ford signed into law a bill which makes certain technical changes in the Railroad Retirement Act of 1974. The changes, which are generally retroactive to 1975, were mainly for the purpose of correcting certain defects in the law which were not apparent upon enactment of the Railroad Retirement Act of 1974; of providing borrowing authority for the Railroad Retirement Supplemental Account, and of excluding certain payments from railroad retirement taxes.

These amendments now ensure that a widow's annuity under the 1974 Act will not be less than the annuity she received as a spouse before her husband's death. A previous guaranty provided by the 1974 Act was not fully effective under certain conditions.

Also, certain modifications were made in the way survivor benefits are calculated mainly with respect to widows entitled to either their own railroad retirement employee annuities or social security benefits in order to more fully carry out the intent of the joint labor-management committee that recommended the 1974 legislation to Congress. In addition, there is a provision to retain existing rates of employee or spouse annuities being paid at the end of 1974 in cases where the annuity otherwise would have increased unintentionally because of a transition recalculation required under the 1974 Act.

To conform with existing practices, the amendments also provide that supplemental sickness benefits, payable under nongovernmental plans, and certain travel and meal allowances will not be taxable or creditable for railroad retirement purposes.

Authority was given to the Board to borrow funds from the regular Railroad Retirement Account during any period in which the Railroad Retirement Supplemental Account is temporarily insufficient for benefit payments. These funds are to be fully repaid with appropriate interest.

Directory assistance requested

The Directory of Grand Lodge, Local Lodges and General System Committees of the Brotherhood of Railroad Signalmen will be revised and published in the spring of 1977. To be sure that it is as accurate as possible, correct information must be available to the editor. This is a request for anyone who now has a directory and knows of changes to please send them to R. T. Bates, secretary-treasurer, BofRS, 601 West Golf Road, Mt. Prospect, IL 60056.

Financial Secretaries: Much of the directory information comes from your Annual Report Forms AR-1. Please fill them out and return them to Secretary-Treasurer R. T. Bates. Prompt return of these AR-1 forms will help assure correctness of the revised Directory.

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News About Members

Scott Drummond (left) presents the AAA plaque to Sister M. Vincent, principal of Transfiguration School. Scott's winning poster is on the wall behind them.

Signalman's son wins award in safety contest

Scott Drummond, son of BofRS retired Secretary-Treasurer P. T. Drummond, recently won a national first prize in the American Automobile Association's Safety Poster Contest. Scott, an 8th grade student at Transfiguration School in St. Petersburg, FL, was recently named one of 41 national First Place division winners in the 32nd annual AAA School Traffic Safety Poster Contest.

In addition, his bicycle safety themed poster, "Signal Your Intentions," was one of 20 selected for reproduction in quantity by AAA headquarters for use in safety education instruction in elementary and junior high schools nationwide.

For his outstanding entry, Scott will be awarded a $100 savings bond First Place prize, and another $100 savings bond because his poster was chosen for reproduction. And, to recognize Transfiguration School for the national award winning design of one of its students, AAA presented a plaque to Scott's principal, Sister M. Vincent.

AAA Safety Poster Contest awards are nothing new to Scott. He was a middle school division Grand Prize winner in the motor club's local judging in January this year; a local Grand Prize winner in 1975; and a national First Place winner in 1974.

The national judging of this 32nd annual poster contest involved more than 35,000 entries from elementary and secondary school artists from across the country who had first participated in their local AAA club's contest. After local judgings, the posters of winners and all other entrants are submitted to AAA headquarters in Falls Church, VA.

SANTA FE: **Ross Jamison,** signal maintainer at Cushing, OK, recently spoke at a meeting of the Central Oklahoma Railfans Association, a chapter of the National Railway Historical Society. Brother Jamison, a member of Midwest Lodge 33, discussed his work as well as the relationship of signaling to train operations. He covers 440 miles of track and some 61 rail-highway grade crossings from Burlington to Ada, OK.

P. M. Bilbrey, signal maintainer at Ponca City, OK, also a member of Midwest Lodge No. 33, has retired.

CHESSIE SYSTEM: **Linwood F. McCormick,** signalman at Barboursville, WV, and a member of Lodge 128, retired recently.

DELAWARE & HUDSON: **Dana H. Silvernail,** signal maintenance foreman at Oneonta, NY, and a member of Susquehanna Lodge 75, has retired.

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DENVER & RIO GRANDE WESTERN: **George F. Lankford,** signal maintainer at Canon City, CO, and a member of Lodge No. 24, retired recently.

R. T. Bates, BofRS secretary-treasurer, visits the exhibit of Safetran Systems Corp.

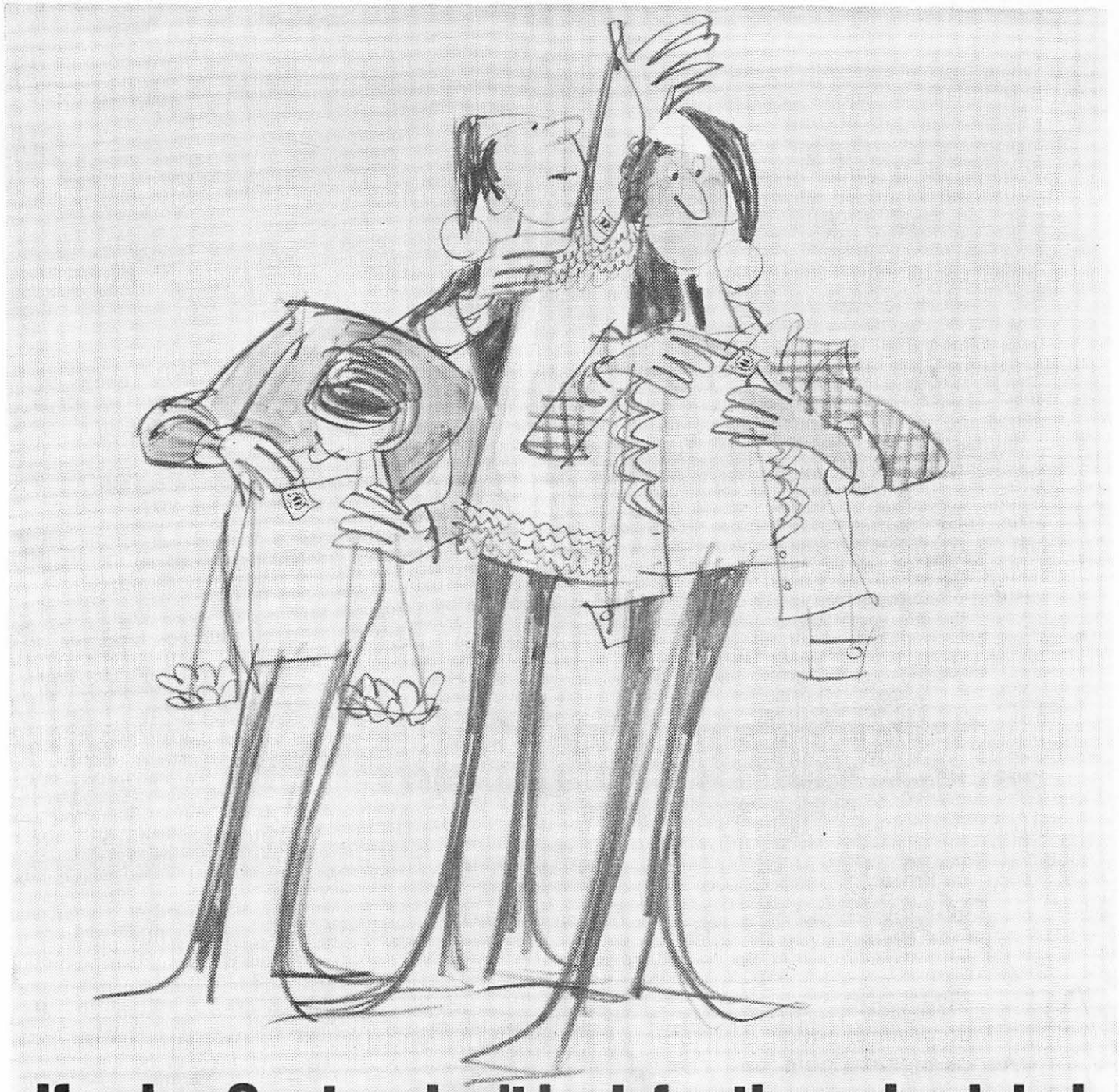
Milwaukee Signal Helper Scott LaShelle and a member of Lodge No. 219, was awarded membership in the Wise Owl Club of America recently. Signal Foreman J. J. Pillard (3rd from right) and Signal Crew watch as Signal Supervisor L. C. "Chip" Hall (2nd from left) presents membership in Wise Owl Club of America to Signal Helper Scott LaShelle (4th from left) for his concern and foresight to wear safety spectacles and thus avoid injury to his right eye when the lens was struck and broken by a "flying" rock while using a spike maul on the Chicago Division at Fulton, IL.

C. J. Chamberlain (left) BofRS president chats with R. T. Bates, secretary-treasurer (center) and D. W. Bennett, FRA associate administrator for safety, at Toronto AAR C&S Section meeting.

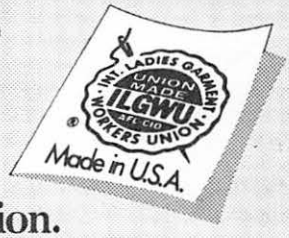
TSJ camera caught this group of signalmen at the Toronto meeting. Shown here (left to right are: D. V. Mohney, leading signal maintainer, ConRail at Aspinwall, Pa. and local chairman for Pitt Lodge 112; W. D. Best, BofRS vice president; R. O. Mustain, manager of electronics, Kansas City Southern; and W. B. Harwell, Jr., BofRS grand lodge representative.

Signalmen gather at the Western-Cullen exhibit at the Toronto meeting of the Communication & Signal Section, AAR, Sept. 27-29. Shown here (left to right) are: W. D. Best, BofRS vice president; Richard Valore, president, Western-Cullen Division, Federal Signal Corp.; W. B. Harwell, Jr., BofRS grand lodge representative; and J. E. Hansen, BofRS, director of research.

W. B. Harwell (foreground left), BofRS grand lodge representative chats with R. O. Mustain (foreground right) manager electronics, Kansas City Southern, as C. J. Chamberlain (left background), BofRS president, talks with R. L. Schmidt, engineer signal training, Burlington Northern.



If union Santas don't look for the union label, who will?



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News Cont'd

The book begins with an outline of the federal legislative process covering drafting of a measure, sponsorship and introduction of a bill, handling through a committee, and floor and conference committee considerations. Another section deals with the power centers in the House and Senate, majority leaders as well as key committees. Money bills are discussed in detail particularly with respect to funding legislative programs and the federal budget.

Nonlegislative activities are covered in a section dealing with the structure of a Congressman's office, officers of the Congress, and Congressional relationships with the administration, lobbyists and constituents.

Signalmen at the opening session of the Communication & Signal Section, AAR, annual meeting in Toronto, Ontario were (left to right): R. R. Mitchell, grand lodge representative; W. B. Harwell, Jr., grand lodge representative; R. T. Bates, secretary-treasurer; J. E. Hansen, director of research; W. D. Best, vice president; C. J. Chamberlain, president; and J. W. Walsh, vice president.

Material pertinent to the legislative process, include House and Senate rules and key provisions of the Legislative Reorganization Act are included in appendices. And finally, a glossary of frequently used terms and a comprehensive index are included in the Manual.

Capitol Hill Manual by Frank Cummings, BNA Books, 1231 25th Street, N.W., Washington, DC 20037. Price: $17.50.

Four regional meetings scheduled for 1977

The Brotherhood of Railroad Signalmen is scheduling four regional meetings to be held in 1977. Tentative locations and dates are as follows:

—Toronto, Ontario, March 12 at Royal York Hotel.

—Chicago, Illinois, April 30 at Pick Congress Hotel.

—Los Angeles, California, May 14, (site to be announced later).

—Pittsburgh, Pennsylvania, September 17 (site to be named later).

Also, scheduled next year, is a training seminar titled "The General Chairman and His Work" that will be held for general committee officers. Also attending will be Grand Lodge officers. The seminar will be held March 27 through April 1, 1977 at the George Meany Center for Labor Studies in Silver Spring, MD. For more information, write M. B. Frye, vice president, BofRS, 601 West Golf Road, Mt. Prospect, IL 60056.

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NEWS from CANADA

Retired Grand Lodge Representative A. N. Cotton (third from left) received a gift certificate as a birthday present. Shown here are (left to right) J. E. Platt, vice president; A. Cunningham, trustee; A. N. Cotton; J. E. Dubois, general chairman and general secretary; R. R. Mitchell, grand lodge representative; and R. T. Bates, secretary-treasurer, BofRS.

Canadian Executive Committee held annual meeting

The annual meeting of the Canadian Executive Committee was held in Montreal on October 28th and 29th, 1976. The meeting was also attended by R. T. Bates, secretary-treasurer and A. N. Cotton, retired general chairman and grand lodge representative.

A full agenda was discussed at the meeting, which included a report from R. R. Mitchell on the progress of the Railway Safety Advisory Committee and a report from J. E. Dubois, general secretary-treasurer, on the financial conditions of the General Committee.

The meeting followed the three day annual audit of the Canadian General Committee books, carried out by Trustees McCormick, Cunningham and Dickson and a report was given at the meeting by the Chairman, John McCormick.

A detailed discussion was held on the Canadian General Committee Group Insurance Plan and a representative from the Mutual Life Assurance Company addressed the meeting and answered a number of questions concerning the plan.

E. G. Abbot, executive secretary, Canadian Railway Labor Association, answered questions regarding the passenger service hearings, transportation and grain handling hearings and many, many other questions concerning the legislative area.

Considerable time was spent discussing the regional membership meeting to be held in Toronto on March 12th, 1977. Many suggestions concerning the format and agenda for that meeting were presented.

Motions were also adopted with a view to cutting down the expenses of the Canadian General Committee and one motion in particular dealt with the General Committee Meeting to be held in Toronto in 1978. It was decided to shorten the length of this meeting by reducing the Executive Committee Meeting to one day and the full General Committee Meeting to two days. Also, the format of the meetings

The Canadian Executive Committee met in Montreal, Quebec, Oct. 28-29. Shown here, standing (left to right) are: P. Morin, assistant general chairman, Toronto Terminals; A. Cunningham, trustee; E. G. Abbott, executive secretary, Canadian Railway Labor Association; J. R. Dickson, trustee; H. Hueston, assistant general chairman, Ontario Northland; R. Pellow, acting assistant general chairman, CP Rail; A. N. Cotton, retired general chairman and grand lodge representative; R. E. McCaughan, assistant general chairman, Canadian National; and R. E. York, assistant general chairman, CP Rail. Seated (left to right) are: J. McCormick, chairman trustees; D. McManus, assistant general chairman, Canadian National; R. T. Bates, secretary-treasurer, BofRS; J. E. Platt, vice president, BofRS; R. R. Mitchell, general chairman and grand lodge representative; J. E. Dubois, general chairman and general secretary; and D. McAlpine, assistant general chairman, Toronto, Hamilton & Buffalo.

will be changed and full details will be going out to all local chairmen in the near future. It is estimated that this change could save the General Committee in the area of $5,000.

The Executive Committee also directed that the secretary-treasurer in Canada prepare an instruction booklet for all local secretaries, with detailed directions on how various initiation fees, insurance premiums, change of beneficiary forms, etc. should be handled. This booklet would be passed on to new local secretaries, so that they would be aware of the procedures.

The Executive Committee directed that a yearly report be prepared for the Committee and be sent out to local chairmen not on the Executive Committee, regarding what action has been taken on the many items passed at our Canadian General Committee Meetings. It was felt that the local chairman was not kept well enough informed on what action was being taken with the various railway companies on these items.

At noon on Friday, October 29th a small luncheon was held. A gift certificate was presented to Norm Cotton. This was a result of a collection made at the International Convention in Quebec City in August, as a birthday present to Norm.

"Dink meets Dinky." W. D. "Dink" Best, BofRS vice president, meets Dinky Campbell at the Signalmen's convention in Quebec. Mlle. Campbell is secretary to Canadian Vice President John E. Platt.

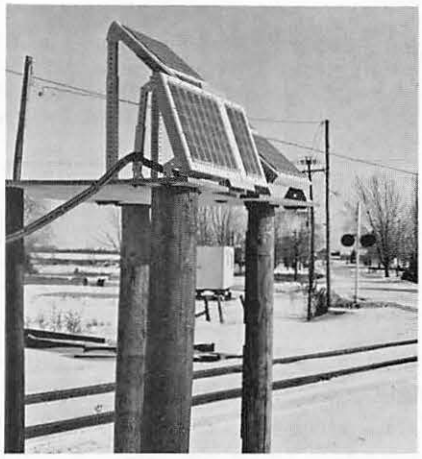
CP RAIL: **D. L. Cutt** appointed signal supervisor and **D. J. Mann** appointed assistant signal supervisor Brandon, Manitoba division. **S. Usselman** appointed signal supervisor with headquarters at Saskatoon, Sask.

CP Rail has appealed to the federal cabinet against a Canadian Transport Commission decision ordering the railway to rebuild two bridges on the Esquimalt & Nanaimo Railway and to resume train operation on the north end of Vancouver Island.

CN Signal Employees

Effective December 1, 1976, the noon-day meal allowance, paid under Clause 8.4 of Agreement 11.1 between the Brotherhood of Railroad Signalmen and the Canadian National Railways will be increased to $3.24 per day.

George Price, retired leading signal maintainer for the Canadian National at Regina, Sask., died recently. Brother Price had completed 33 years service when he retired in 1955. He had been active in Brotherhood affairs and had served as local chairman for Saskatchewan Lodge No. 203.



Solar cells collect sunlight and convert it into electricity to charge batteries that operate flashing-light signals and the associated track circuits at a railhighway grade crossing near Joliette, Que. on CP Rail.

CP uses sun for power at grade crossing

Solar power, the limitless and much discussed source of energy which helped propel spacecraft to the moon, is being put to use by CP Rail.

Two solar power units, which convert the sun's rays into electricity and recharge batteries that power track circuits and highway crossing warning signals are being installed at a highway crossing on the railway's St. Gabriel subdivision near Jo-

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liette, Que. The solar units will replace generators which normally recharge batteries.

"We are using this crossing as a test to determine whether solar power units can reliably and economically replace present power sources such as generators which are usually difficult to obtain in remote areas," said H. W. Trawick, CP Rail's engineer of signals.

Developed by the Solar Power Corp., Braintree, Mass., the solar power installation consists of two solar arrays, mounted near the tracks on four posts, approximately six to seven feet high. On the face of the solar arrays are a series of tiny, circular cells arranged in fixed columns or modules. Each module consists of five cells. These solar cells act together as semiconductor devices, converting the sun's rays directly into electricity.

The faces of the arrays are arranged in fixed, tilted positions in order to exact the desired amount of exposure to sunlight. The solar arrays are connected by electrical cables to special, large capacity two-volt and 12-volt lead acid batteries which store the electrical energy drawn in through the cells while the sun is shining for use during periods of darkness and inclement weather.

The batteries are located in a signal case adjacent to the track. The two-volt battery powers the track circuit while the larger 12-volt battery powers the crossing lights and bells.

Railway crossing protection systems are dependent on the electricity from these batteries to power the automatic detection of approaching trains. When there are no trains on the track, a continuous electrical current flows through the rails between the power source and the crossing protection control equipment. An approaching train passing over the track cuts off this current flow, thereby triggering the flashing lights and bells at the crossing.

Cost of the solar power units and the accompanying batteries is approximately $2,000.

"Although we are still in the early testing stages, it seems apparent that the use of solar power will be a clean, efficient and cost reducing way of providing power for many railway operations," Mr. Trawick added.

Don Goulding, a CP Rail engineer who has been chiefly responsible for conducting and monitoring the railway's experiments wtih solar power, regards the installation as particularly significant because it is the first of its kind on any Canadian railway system.

"Although a similar installation exists on the Southern Railroad in Atlanta, Ga., Canada's geography and climate, particularly during winter months of heavy snowfall, ice and less daylight, will act as a further test of the system," Goulding points out.

CP Rail has been conducting preliminary tests during the past 18 months at its Glen Yard in Montreal.

Obituaries

Andrew Bordoli, retired signalman for the Missouri Pacific at Sedalia, MO, died recently. Brother Bordoli had completed 43 years service when he retired in 1968 and was a member of Missouri Lodge No. 72.

Walter G. Moerke, retired leading signalman for the Southern Pacific at Sacramento, CA, died recently. Brother Moerke, a member of Sacramento Lodge No. 179, completed 32 years service when he retired in 1964.

William W. Beldin, retired signalman for the Southern Pacific at Los Angeles, CA, died recently. Brother Beldin was a member of Los Angeles Lodge No. 104 and had completed 25 years service when he retired in 1944.

John R. Harding, retired signal helper for the former Erie at Newark, NJ, died recently. Brother Harding had completed 51 years service when he retired in 1959. He was a member of former Lodge No. 45.

H. M. Duncan, retired signal maintainer for the Louisville & Nashville at Carmi, IL, died recently. Brother Duncan had completed 34 years service when he retired in 1962. He was a member of Nashville Lodge No. 71.

Brenden W. Casey, retired signalman for the former New York Central and a resident of Churchville, NY, died recently. Brother Casey was a member of Construction Lodge No. 177. He retired in 1974.

William R. Cheeseman, retired signal testman for the former Illinois Central at Chicago, IL, died recently. Brother Cheeseman had completed 40 years service when he retired in 1958. He was very active in Grand Crossing Lodge No. 70 having served as chief signalman, recording and financial secretary and local chairman.

Harold Teal, retired signal maintainer for the Akron Canton & Youngstown at Plymouth, OH and a member of Grand Lodge Local 200 died.

James A. Sullivan, retired signal maintainer for the former New York, New Haven & Hartford at Pawtucket, RI, has died. Brother Sullivan retired in 1972 and was a member of Pioneer Lodge No. 5.

Charles Schwab, retired signalman for the Erie Lackawanna at Meadville, PA, has died. Brother Schwab retired in 1973 and was a member of Jesse Clark Lodge No. 181.

Signalmen's decal (top) has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4" or 3" in dia. It has a red border with white letters. The signal displays green over red. Below left is a metal **colorlight signal lapel pin** ½" in diameter with signal showing green over yellow over red on white enamel background. Signal and pin outlined in gold. Below right is ⅝" **BofRS lapel pin** identical to decal except letters and outline are in gold.

Golf caps with the BofRS emblem in color are available in Medium size with adjustable head band. These lightweight, net caps come in Red, Black or White.

New history of the BofRS is now available

A complete new history of the Brotherhood of Railroad Signalmen has been written by A. E. Lyon, president emeritus which covers the 75 years of the Brotherhood since its founding in 1901.

Cloth emblem is available with BofRS in white letters on red border, two locomotives and green over red searchlight signal.

Coasters (3" dia.) come in black and gold, or in white, red and green with BofRS emblem.

Playing Cards with the BofRS emblem are now available. These high-quality cards come in the conventional bridge decks, including jokers. Cards and emblem are in color.

Master National Agreement book has basics

The basic provisions of national agreements negotiated with U.S. railroads and the BofRS are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements. The 21 sections are: A—summary of wage changes; B—summary of other benefits; C—Washington job protection agreement of 1936; D—vacations; E—Union shop agreement; F—Holidays; G—Claim and grievance handling; H—Health and welfare; I—Force reductions; J—Employment security; K—Travel time and away-from-home expenses; L—Off-track vehicle accidents; M—Jury duty; N—Overtime; O—Camp cars; P—Apprentice programs; Q—Change of residence; R—Earnings deduction in discipline cases; S—Supplemental sickness benefits; T—Union dues checkoff; and U—Amtrak C-1, C-2.

Signalman's training books are available

The 8-volume signalman's training course covers the following subjects: 1—electricity, circuit symbols and nomenclature; 2—signal terms, relays, track circuits and meters; 3—automatic block signaling, time code control and electronics; 4—traffic control systems and power switch machines; 5—highway grade crossing warning systems and FRA RS&I tests; 6—remote control and automatic interlockings; 7—ctc machines and their operation; 8—maintenance of signal equipment.

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_____Decks of Playing Cards @ $3.00 each.

_____General Chairman & Local Chairman's Manual @ $3.00 each.

_____Signalman's training books @ $18.00 per 8-volume set.

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Signalman's Worksheet

Coded track circuits

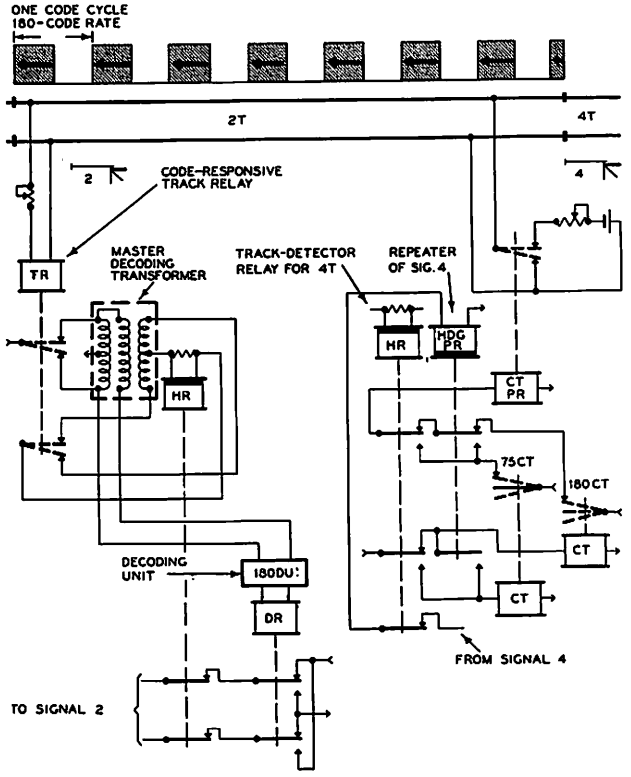


Fig. 409: Simplified circuit for 2-block, 3-indication coded track circuit without signal-control line wires. Contacts are shown in the positions they assume when tracks 2T and 4T are unoccupied.

MULTIPLE-INDICATION SIGNALING WITHOUT SIGNAL-CONTROL LINE WIRES

Sufficient apparatus has now been described to illustrate a basic circuit for two-block, multiple-indication signaling without signal-control line wires, Figure 409. Note that an additional code transmitter has been added to the circuit. There is ordinarily one more code transmitter than there are decoding units because any of the codes is detected by the operation of HR directly from the master transformer.

A code-transmitter repeater has also been added to eliminate the necessity of carrying track current through the selecting circuit.

For a Proceed Aspect

With track circuit 4T and the next track circuit in advance of 4T unoccupied, signal 4 is in the proceed position, and track-detector relay HR at signal 4 has its front contacts closed to feed current to the 180-code transmitter. The 180-code transmitter operates to interrupt local current to code-transmitter repeater CTPR at 180 impulses per minute. CTPR, in turn, interrupts the current fed to the rails (2T) 180 times per minute.

Code-responsive track relay TR at signal 2 follows the 180 rail code and codes local current to the master decoding transformer, alternately energizing the transformer primary windings and thus producing an alternating voltage which, when mechanically rectified by a second contact on TR, provides direct current to pick up slow-acting track-detector relay HR. The master decoding transformer also supplies alternating current at the 180 frequency to the 180-code decoding unit.

The 180-code decoding unit, which is tuned for 180 cycles per minute (3 cycles per second), passes the 180-code energy to pick up decoding relay DR. With HR and DR up, signal 2 displays a proceed aspect.

For a Stop Aspect

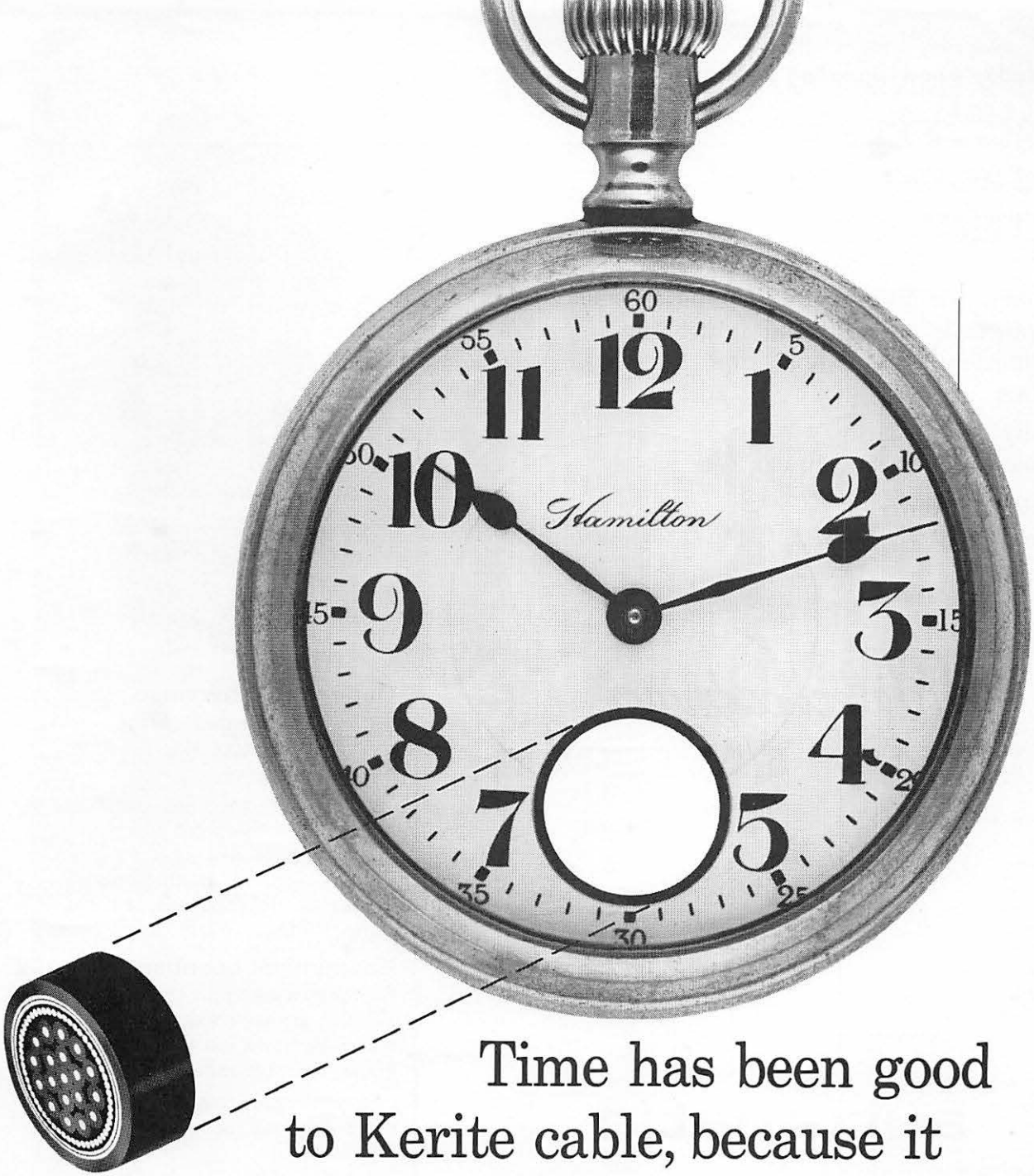
With track circuit 2T occupied and track circuit 4T and the track circuit in advance of 4T unoccupied, the 180-code transmitter continues to operate as in the preceding instance, and code-transmitter repeater CTPR continues to interrupt local current to the rails (2T) at 180 impulses per minute.

The coded current cannot reach code-responsive track relay TR to operate it because of the train shunt. With TR no longer following the code, pulsing current is no longer fed to the master decoding transformer, and it produces no output either to pick up track-detector relay HR or to pick up DR through the decoding unit. With both HR and DR released, signal 2 displays a stop aspect.

For an Approach Aspect

With 4T occupied and 2T unoccupied, track-detector relay HR and signal 4 repeater relay HDGPR are released and close their back contacts. This interrupts the local current to the 180-code transmitter and applies it to the 75-code transmitter. The 75-code transmitter operates to cause code-transmitter repeater CTPR to interrupt the current fed to the rails (2T) 75 times per minute.

Code-responsive track relay TR follows this 75-code and codes local current to the master decoding transformer at the same rate, thus energizing HR. The master decoding transformer output to the 180-code decoder is now alternating at 75 cycles per minute. The 180-code decoder will not pass current to pick up its associated relay, DR, when energized at other than 180 frequency. Thus DR will not pick up. With DR released and HR picked up, signal 2 displays an approach aspect. When the train clears track circuit 4T, HR and HDGPR will again be picked up, and the circuit will return to the condition as described under "For a Proceed Aspect."



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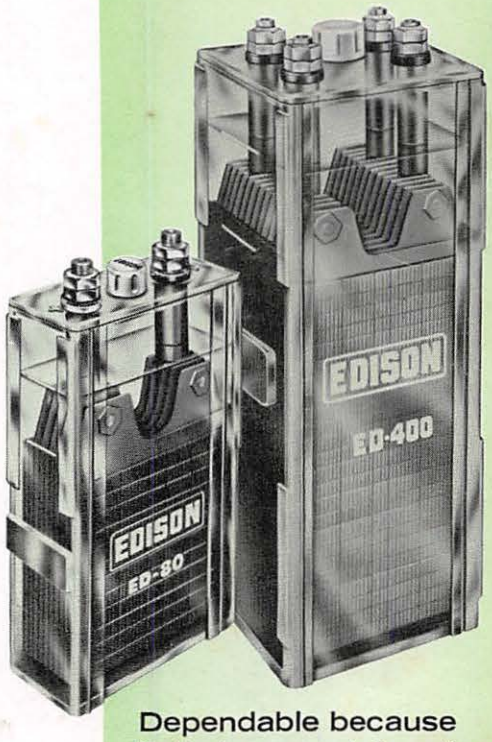

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